

CLASSIFIED MESSAGE

DATE 2104Z 10 JUL 62

~~SECRET~~

ROUTING

1	90/OSA	4	C/PO
2	940/OSO	5	"
3	C/PO	6	AD

TO DIRECTOR

EO 12958 3.3(b) (1)
(N)

FROM

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO S/C (11)

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TOR: 2139Z 10 JUL 62

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN 42123

TO OPIM

INFO

CITE

5319

OXCART

EYES ONLY KIEFER, BEERLI, PARANGOSKY FROM N.E. NELSON.

FLIGHT 23 AIRBORNE AT 0804 JULY 10, DURATION 1 HOUR 52 MINUTES. OBJECTIVE FIRST IN-FLIGHT REFUELING OF THE A-12 WITH A KC-135 TANKER. TAKE-OFF SCHEDULED FOR 0700 BUT RADIO TROUBLE CAUSED DELAY. TAKE-OFF WAS MADE AT 85,000 LBS IN AB WITH WATER WITH AB CLIMBOUT TO 28,000 FEET. A-12 OVERTOOK KC-135 AT M .86, TANKER AT .80. TRIED APPROACHES FROM ABOVE, BELOW AND TO THE SIDE. FOUND THE PREFERABLE APPROACH TO BE FROM WELL BELOW AND SLIGHTLY TO THE SIDE WITH TANKER OUTLINED AGAINST THE SKY. SIX CONTACTS WERE MADE AS FOLLOWS: FIRST CONTACT WITH NO HOOK-UP; SECOND MADE OK WITH 2 MINUTE HOOK-UP BUT DRIFTED OFF SO FAR TO THE SIDE THAT AUTOMATIC AZIMUTH DISCONNECT OCCURRED; THIRD WAS A 1 AND 1/4 MINUTE HOOK-UP; FOURTH A ONE MINUTE HOOK-UP; FIFTH AND SIXTH WERE BOTH 1/2 MINUTE HOOK-UPS. THERE WAS NO FUEL TRANSFERRED ON ANY HOOK-UPS DUE TO RAPID DISCONNECTS CAUSED

APPROVED FOR RELEASE
DATE: AUG 2007

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5319 (IN 42123)

PAGE TWO

BY POOR COMMUNICATIONS, AZIMUTH, AND INNER-LIMIT DUE TO RIDING TOO FAR FORWARD.

AS A FIRST GO THE CONTACTS WERE RELATIVELY SATISFACTORY WITH HOOK-UPS ACCOMPLISHED ON 5 OF 6. POOR COMMUNICATIONS HAMPERED THE FLIGHT FROM START TO FINISH SO WE LOOK FOR MORE SUCCESSFUL TESTS TOMORROW, WITH FUEL TRANSFER.

THE PILOT, LOU SCHALK, SPOKE OF SOME VISIBILITY PROBLEMS, SOME DISCOMFORT, AND CONSIDERABLE FATIGUE. HE SAID THAT SUN REFLECTIONS OFF HIS FORWARD WINDSHIELDS MADE IT IMPERATIVE TO UTILIZE HIS SIDE PANELS FOR VISION. FOR THIS REASON HE TENDED TO FLY OFF TO ONE SIDE AND CAUSED THE AUTOMATIC AZIMUTH DISCONNECT ON HIS ONLY EXTENDED HOOK-UP. VISION DOES NOT APPEAR TO BE GOOD UNTIL AIRCRAFT IS OUT TO AZIMUTH LIMITS.

I FEEL THAT THE FLIGHTS TOMORROW AND THURSDAY WILL GIVE US A BETTER INSIGHT INTO THE VISION PROBLEM.

ALL HOOK-UPS WERE MADE AT 28,000 FEET ALT AND AFTER NBR 1 CONTACT ALL APPROACHES WERE MADE AT M .92 WHICH WAS CONSIDERED MORE DESIRABLE.

THE GROSS WEIGHT OF THE AIRCRAFT WAS 70,000 LBS AT FIRST CONTACT AND 65,000 LBS BY LAST CONTACT. CG WAS AT 28 1/2 PERCENT. THESE ARE THE MOST SEVERE LIMITS AND THE AIRCRAFT HANDLED VERY SATISFACTORILY.

END OF MESSAGE

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